

CENTERVILLE PLANNING COMMISSION
Minutes of Meeting
March 28, 1978

Mr. Tate called the meeting to order at 7:30 p.m.

Attendance: Mr. Elmer C. Tate, Jr.; Mr. George J. Schottmiller; Mr. Dallas Horvath; Mr. Robert J. Hopperton; Mr. Francis G. Cash; Mr. Roland McSherry; and Mr. James Hickey. Also present: Mr. Garth L. Reynolds, City Planner; Mr. Robert N. Farquhar, City Law Director; Mr. Bill Johnson, Washington Township Road Supt.; Mr. Karl M. Schab, City Engineer; and Mr. Evelyn List, Washington Township Zoning Inspector.

Mr. Hickey moved to approve the minutes of the January 10, 1978 Planning Commission Work Session. Seconded by Mr. McSherry. Approved; Mr. Cash abstained.

Mr. Hickey moved to approve the minutes of the March 14, 1978 Planning Commission Work Session. Seconded by Mr. Schottmiller. Approved; Mr. Cash and Mr. Hopperton abstained.

No public hearings were set.

COMMUNICATIONS

Mr. Reynolds stated Ms. Sheila Willhoite and Mr. Carl Doppes from T.C.C. were present to give an update on the widening of Bigger Road to four lanes.

Mr. Doppes showed drawings of the proposed and existing road which would begin at SR 725 and extend north to Andrew Road in Kettering. Not included in this plan is the crossing of I-675, which will be part of the I-675 construction. The drawings show a 100' upgrade from the existing two lanes, with left turn lanes at Clyo Road and into the Woods Apartments and Thomas Paine Parkway. He stated the project is scheduled for 1980 construction.

Ms. Willhoite outlined how neighbors directly affected by the widening were contacted and a public meeting held to explain the program, however, only 18 residents attended. She said they are following the transportation development process proved by the Ohio Department of Transportation which consists of the systems planning at the state level, preliminary development phase where they now are, and the contract plan phase which will be the engineering. They are now attempting to inform the public of the proposed widening.

The concerns of the residents expressed to date are: widening of SR 725 should take precedent over Bigger Road; increase of traffic on Bigger Road; air pollution; no need for widening; bikeway should not be on same side as sidewalk; waste of money when it should be spent on SR 725; I-675 should be developed first. She said residents were mainly concerned that Bigger was being continued south of SR 725, however, this plan calls for stopping at SR 725, and when SR 725 is widened the intersection at Bigger Road will be done. Most of the people at the meeting were south of Alex-Bell Road and it mainly is their input that has been given.

Mr. Schab added that the extension of Clio Road is not being pushed at this time since the sanitary sewer lines are not available yet.

PUBLIC HEARINGS

Washington Township R-4 to Centerville R-1 (Red Coach)

Mr. Reynolds indicated the City was requesting a zoning change of 303 acres of land located north of Whipp Road, south of the Corporation Line, east of Marshall Road, and west of the Penn Central Railroad. The R-1, single family, 20,000 sq. ft. lots would bring this acreage into conformity with the surrounding area. A concern was expressed that this would change the use of the property, however, Mr. Reynolds said although there are slight variations in setback requirements the basic zoning codes are similar. He said there are variations on the width of lots but since the area is developed, this would not be a problem. Sideyard requirements and setback would become a factor only if a house burned down and was being rebuilt and reconstruction would have to conform to the neighborhood.

Mr. Hickey asked if Dayton Suburban were a part of the acreage. Mr. Reynolds said no.

Mr. Schottmiller moved to approve changing the zoning on 303 acres of land located north of Whipp Road, south of the Corporation Line, east of Marshall Road, west of Penn Central Railroad from Washington Township R-4 to Centerville R-1. Seconded by Mr. Hickey. Approved unanimously.

UNFINISHED BUSINESS

Washington Creek Three

Mr. Reynolds said he still has not received requested correspondence on this project, and he requested the item continue to be tabled. Mr. Archdeacon, for the developer, concurred.

Winchester Heights

Mr. Reynolds said the developer had been negotiating to obtain access to a public street for this development and did not know what they will do. Mr. Archdeacon, for the developer, stated they have not been able to obtain access to a public street and since the Planning Commission has previously indicated they will not consider the project without it, he requested the item be withdrawn.

Mr. Hickey moved the Winchester Heights preliminary plan be withdrawn from the position of being tabled. Seconded by Mr. Schottmiller.

Mr. Archdeacon requested the Planning Commission no longer consider this plan.

Normandy Manor - Preliminary Plan

Mr. Tate reviewed the Planning Commission had considered this plan at two previous meetings and had input from the citizens as well as the governmental agencies. He said he has now received a letter from Mrs. List, Township Zoning Inspector which he read aloud which recommended a guard rail be constructed at the east property line across Rossmore Court for five years. At the end of that time Normandy Lane would be feeding into Paragon Road and the recreational facilities at the Catholic Church would be established.

Mr. Farquhar pointed out the Planning Commission does not have the right to erect a barricade since the 3-mile jurisdiction applies only to subdivision regulations. Centerville's position is that the street should go through, however, if the Township or County have no objections the citizens could have a barricade put up after the City sees that the street is installed properly and the bonds have been released. The maintenance of the street would then be either the Township's or the County's and the citizens can appeal to them.

Mr. Archdeacon stated the developer was not aware of or consulted about the erection of a barricade until this morning and if this is to be done, he felt the developer should certainly have a say in the location of it. He said if the developer is going to have to pay \$80,000-\$100,000 to put the street in he should have the use of it in selling lots.

Mr. Ned Bent, 40 Williamsburg, asked why the City has no power to erect a barricade when they can put the street in. He also asked when I-675 goes through and interchanges with Alex-Bell Road and SR 48 what that would do to traffic flow.

Mr. Tom Madden, 114 Williamsburg, said he feels barricade will be acceptable and he doesn't care where it goes. If the developer doesn't put it in could money be escrowed to put it up later? Mr. Tate responded that escrowed money seldom covers the expense it was intended to because of inflation.

Mr. Bob Jenk, 7419 Cheshire, said he understands the developer goes along with the cul-de-sac idea and since the citizens want it why won't the Commission accept it.

Mr. Archdeacon, for the developer, said the initial application was for a through street and from the standpoint of residents to be living in the project this would be the most desirable, but if the cul-de-sac is imposed, he will go along with it. He said new residents must be considered as well as old and many of the potential residents are Catholic and consider it a bonus for their children to be able to walk to school. On rainy days it will inconvenient to have to drive all the way around to the school.

Mrs. Barbara Houck, 7552 Normandy Lane, said everyone wants a cul-de-sac, why doesn't the Planning Commission? Mr. Tate said that good planning dictates that large blocks of land have access to main traffic roads and although there is considerable citizen objection, the Planning Commission had a similar situation with Grants Trail when it was put through and it has not developed into a shortcut. Another situation in the past was when the citizens fought to have a barricade put up between Centerville and Kettering and it lasted two weeks, so barricades are not practical.

Mr. Bob Jenk said he was definitely for a cul-de-sac then.

Mrs. Nancy Madden, 114 Williamsburg, requested the questions brought to the Planning Commission previously be answered.

Mrs. Darcy Bent, 40 Williamsburg, requested Rossmore Court be barricaded on the east end. Many children in the area have the same distance to walk to school, rain or shine, and it would not be inconvenient for the new people.

Mrs. Ellie Robbins, said the cut through street would be used for a shortcut. Williamsburg has no sidewalks and the children walk in the streets; it would not be safe.

Mrs. Barbara Zarkel, 7425 Cheshire, said she has four children at Incarnation and when the school buses are there no traffic can move until the buses leave because the streets are so narrow and the residents park in front of their homes.

Mr. McSherry asked the time table for construction, and Mr. Archdeacon said they will start when all plans are approved and the 24 homes represent about 1-1/2 years of construction. Mr. McSherry said with construction vehicles coming in and out for that period of time, the residents should appreciate an access from Normandy to keep them off the heavily traveled streets and then have the barricade put up when construction is through.

Mr. Archdeacon said they originally proposed a through street and feel this is the best planning, however, if a barricade is required then he would like time to see where to put it and would like to be able to talk to the new residents about its location.

Mr. Wright, 7425 Cheshire, said he felt they were representing the potential buyers as well since they probably would not want the increased traffic of a through street either.

Mr. Frank Ferrazza, 7407 Bunker Court, said the playground at Incarnation is being extended and two more first grades added and safety has to be a factor. Mr. Tate said the Sheriff's Department also recommended all on-street parking be eliminated to allow fire trucks, etc. to get through and when defining safety this should be taken into consideration, as well as cars pulling out, children running between cars and no sidewalks.

Mr. Hickey said he would vote against a cul-de-sac or barricade because he believes the street should go through. He said there would be only one way in and out of the subdivision and if the fire trucks are delayed because of traffic on Williamsburg or Tranquil because of parked cars, which would be those of the people in the audience, we would be risking lives of the people in the new subdivision.

A resident responded that there is no difference in response time if the fire department uses Williamsburg. Mr. Hickey said this is the street that the Sheriff's Department recommends no parking be allowed on because the fire department and emergency equipment have trouble getting down it.

A resident on Cheshire said cars stop and drop off kids almost all year and there are no parking signs, however, the Sheriff's Department does not respond to calls and have never removed a car. Also people back into their driveway to turn around since the street is so narrow.

Resident of 128 Tranquil Trail said at the large meeting he suggested continuing the industrial park cul-de-sac and also suggested a barricade. He said they have tried to offer other proposals and if they have a through street then he requested tabling action until the barricade location can be determined. He said this would probably be a test case of the 3-mile jurisdiction if the through street is imposed.

Mr. Tate said the barricade seems like a viable alternative, however, the City cannot erect it. A cul-de-sac cannot be changed and a barricade can be reversed if the future shows it to be necessary. Mr. Farquhar said the Planning Commission can have the developer put up a barricade until the street is dedicated. Mrs. List said she did not know if the County or Township can erect a barricade after a street is dedicated.

Mr. Michael Clary, Normandy Lane, said although the cul-de-sac eliminates future options, I-675 provides options.

Mr. Archdeacon said the developer would like a decision tonight and requests the Commission vote on a cul-de-sac as this is the plan they request be approved.

Mr. Hopperton moved to approve revised preliminary plan A on Normandy Manor, excepting the 600' cul-de-sac subdivision regulation on Rossmore Court. Mr. Horvath seconded. Approved. Mr. Hickey and Mr. McSherry opposed. Mr. Cash abstained.

Mr. Tate reminded the audience any aggrieved party has the right to appeal to the City Council on the decision.

NEW BUSINESS

Connemara - Preliminary Plan

Mr. Reynolds showed slides of this 27.3 acres zoned WT R-3, single family, 30 lots with no park or thoroughfare requirements set. The existing street will be tied into Chartwell Drive and three homes will access off Alex-Bell Road and 7 homes off Rahn Road. The site is located south of Rahn Road and east of Alex-Bell Road in Washington Township.

The staff had reviewed this land when plan was called Sagamore Estates and had talked with TCC at that time; they still do not like having homes entering Rahn Road and Alex-Bell Road and want improvements put in on Rahn Road.

Mr. Lapsin, for the owner, said the map shows the only new access on Alex-Bell Road will be from Lot 26. They had considered extending Alrahn Court to serve the two lots on Alex-Bell Road, however, did not feel having the backs of homes on Alex-Bell Road would be desirable.

Mr. Reynolds said TCC is concerned with the intersection of Rahn Road and Alex-Bell Road and suggests the developer add a right turn lane off Alex-Bell Road, a left turn lane off Alex-Bell at Chartwell, and a left turn lane on Rahn Road. They also asked if the developer would use joint driveways on Rahn Road.

Mr. Johnson, of the Township, said the northeast corner of Rahn Road is being considered by NCR for high priced homes and the only access will be a bridge off Rahn Road, however, the bank of the creek along Rahn Road is washing away. Mr. Reynolds said this would be considered when at the record plan stage.

Mr. Schottmiller moved to approve the preliminary plan of Connemara as presented. Seconded by Mr. Horvath. Approved. Mr. McSherry did not vote as he had left the meeting.

Silvercreek Estates - Preliminary Plan

Mr. Reynolds showed slides of this 97.9 acres zoned WT R-4, 20,000 sq. ft. lots. These 174 lots are located south of Spring Valley Road and west of Yankee Street and have park and thoroughfare requirements. The northern boundary will be along the extension of Spring Valley Road. Mr. Reynolds said he felt they need to establish a 100-year flood line since there are low areas in the northeast section and along Yankee Street. The land shown on the plan as Park District leaves the question of the development of Yankee Street in the future and if the land can be obtained from the Park District to widen Yankee.

Mr. Lapsin showed an aerial view of the land and said the entrance to the property off Yankee Street would have to cross Holes Creek and development would start along this entry since the water main is not ready for use along proposed Spring Valley.

Mr. Lapsin said the developer will improve one-half of Spring Valley as they develop, however, he said he did not feel they should be responsible for the entire road since it is a boulevard. Mr. Cash asked if Yankee Street would be improved at this time. Mr. Lapsin said they could dedicate the land if the Park District is agreeable.

Mr. Bob Feldman, Grounds Manager for the Park District, said the land would be deeded in escrow and they have worked out a compromise for the neighborhood park in the southern portion of the development. Mr. Reynolds said it is not the City's custom to accept one-half a road, such as Spring Valley, and when Spring Valley is constructed the Commission should consider the northwest corner, which is zoned R-5. He said lots 159 to 164 face Spring Valley and since this is a main traffic carrier, this is not good planning. Mr. Reynolds commented that the park land and right-of-way dedication along Yankee Street must be discussed in detail prior to final action on the project.

Mr. Lapsin said he would agree a 50' street should be developed completely but a four-lane street with a boulevard would be an extreme cost and feels half would be sufficient for their needs since they would have only 6 houses fronting it. Mr. Reynolds said Spring Valley will be heavily traveled and single families along it would not be good and suggested the Engineering Department help work out a solution.

Mr. Reynolds said driveways on heavily used streets are not desirable, and frontal roads can relieve that situation or the homes can face a residential street.

Mr. Horvath moved to table Silvercreek Estates preliminary plan until it can be discussed at a work session. Seconded by Mr. Cash. Approved unanimously.

Mr. Tate set a work session for April 11, 1978 at 7:30 p.m.

Carriage Square, Section 3 - Record Plan

Mr. Reynolds said this 4.2 acres zoned Entrance Corridor is located on the south of Hewitt Road and west of Bigger Road and is part of Carriage Trace Condominiums. He said the Ohio Department of Transportation was concerned about the widening of Bigger Road and if there is enough from the proposed buildings to the proposed bridge over I-675.

Mr. Archdeacon said there would be no construction near the 160' setback line. Mr. Reynolds said he would like to have a letter from the developer that they will not try to build in the area of the setback line.

Mr. Archdeacon said the site plan was approved already and did not include buildings within 160' of centerline of Bigger Road and additional right-of-way will be purchased from the other side of the road.

Mr. Schab said at the northeast corner the drawing shows only 30' of right-of-way and it should be 45'. Mr. Archdeacon said they would be making the necessary adjustments.

Mr. Cash asked that the building setback line be drawn in on the record plan, and Mr. Archdeacon said he would.

Mr. Cash moved to approve the Carriage Square, Section 3, record plan, subject to compliance to the right-of-way requirements and to the setback line being drawn on the record plan. Seconded by Mr. Schottmiller. Approved unanimously.

Beechwood One, Section 1 - Record Plan

This 30.9 acres divided into 50 lots is located south of Spring Valley Road, and west of Clyo Road in Washington Township. Mr. Reynolds stated the record plan conforms to the preliminary plan with improvements on Spring Valley Road, with extension of the road to Clyo Road at the county's expense.

Mr. Schab said the short cul-de-sacs show no sidewalks and western cul-de-sac shows sidewalks to the bulb. He said on each drainage pipe there should be a cradle or end wall.

Mr. Cash asked if Spring Valley would be widened and Mr. Schab said plans call for 43' right-of-way and the road will be 22.6-26' from the centerline with chair back curb.

Mr. Reynolds said if the county does not finish the road improvements to Clyo Road he would like the developer to provide road markers indicating the road narrows.

Mr. Johnson, Washington Township, asked if sidewalks were proposed since the Township ran out of money to maintain them and they are required to do it by the State. Mr. Reynolds said it would be helpful if he could have a copy of the code which requires the Townships maintain sidewalks, and Mr. Johnson said he would get it for him. He said the cost to maintain sidewalks causes a heavy burden on the Township and during the winter it depleted their resources drastically.

Mr. Hickey moved to approve the record plan for Beechwood One, Section 1, subject to a bond of \$213,500 and an inspection fee of \$599.40, and subject to the City Engineer's recommendations on road construction plans. Seconded by Mr. Cash. Approved unanimously.

Centerville Shoppes - Shopping Center

Mr. Reynolds stated the Planning Commission must review this conditional use plan and forward their findings to the City Council to set a public hearing since it does not have a public hearing at this level. The site

consists of 12.4 acres of land with a proposed 376,900 sq. ft. of parking and 94,225 sq. ft. of buildings. He said the 4 homes will be razed, the largest space will be occupied by Krogers, a cruising lane off Spring Valley, two buildings near Far Hills will house banking services, and a walkway from Joy Elizabeth will be provided through the mounding to the rear of the center.

Mr. Schab said the drainage from the property is good percentage of the total drainage for the area and although there are holding areas in the parking lots.

Mr. Reynolds said the Planning Commission has a copy of the marketing study which is required by conditional use.

Mr. Johnson said the Township has a drainage problem on Marco Lane and the Township has never released the performance bond dated back in 1974 since every time it rains there is a 5' culvert under SR 48 dumping into an 18" tile which causes flooding in the area. He said water backs up into Elder-Beerman's basement and the fire department has to go and pump it out. The drainage tile from SR 48 to Atchison Road has water percolating from it now, there are law suits pending against the developer, the county, Township; and Marco Lane is not being maintained because the streets have not been dedicated yet and they will have to be resurfaced before the Township will accept them. He said there are 25" pipes running north and south and an 18" pipe feeding into the 5' culvert under SR 48 behind Centerville Radiator and the area continually floods.

Mr. Tate said the shopping center developer has four retaining areas included on his plan and no basements and cannot be held responsible for another developer's mistakes.

Mr. Tim Logan, Beerman Realty, agreed that they didn't create the problem and their study of the area indicates a small percentage of runoff will come from the shopping center as they are doing everything on their property to alleviate the problem.

Mr. Bodenstein, Tri-City Engineering, said his developer is doing the project the way it is supposed to be done and if another developer was able to get away with 18" pipe his project should not be made to suffer.

Mr. Logan said they intend to widen SR 48 to three full lanes where they are developing and will put in a 420' taper to the north, will move the drainage ditch to the west and install a guard rail to the east of it. Mr. Reynolds asked who would maintain the ditch.

Mr. Joe Entress said he did a traffic study and 81% of the shoppers at Elder-Beerman come from the north, less than 19% come from the south. Cars being generated are 141 at peak hours, with 28 turning left, or one every 6 minutes, and from a stacking standpoint a car would have to sit 6 minutes before another car would stack behind him. Based on this he does not feel a stacking lane would be appropriate. Mr. Reynolds said he is reviewing plans from developers to the east and south of this shopping center and the future potential is there for more traffic, and also there will be the additional shops attracting more people.

Increased traffic will be caused by traffic heading north, turning left at Marco Lane and into Elder-Beerman. Mr. Reynolds said he could not see spending so much money on a project of this size and leaving an

open ditch. Mr. Bodenstein said it would require a 54" or 60" pipe to enclose the open ditch, with two 42" pipes under the driveway.

Mr. Cash asked if it is the policy of the Commission to have open ditches closed upon land development, and Mr. Schab responded in subdivisions it is and could be in shopping center. Mr. Logan said the cost would be about \$100,000 and since they are already spending a lot of money for widening SR 48 and landscaping this is putting a severe strain on the project.

Mr. Bodenstein pointed out the velocity of the water in a closed ditch would be much greater than the open ditch and since it would feed into the Marco Lane area they left it open. Mr. Cash said the Commission doesn't have plans on what was being discussed and asked for them. Mr. Bodenstein said they could bring in anything they want.

Mr. Reynolds said if the traffic situation could be resolved by April 11 the Commission could review the drawings and then pass it on to City Council for public hearing.

Mr. Stan Mitchell presented the proposed landscaping for the project, showing barrier type at SR 48, in parking lots and in front of buildings to soften the impact of the center.

Mr. Tate said he would like to have some kind of site plan to look at. He said the architectural drawings and drainage drawings don't meet all the site plan requirements and asked staff to direct the engineer on what they would want at the work session. Mr. Schab mentioned width of driveways, elevation of buildings, etc.

Mr. Logan said he is not sure about the signage requirements yet, and Mr. Reynolds said the existing sign ordinance will handle this project's signs. The primary identification sign can be 50 sq. ft. and each store can have its own on the front of the building. Primary sign will have to come to Planning Commission and if it is over 50 sq. ft. or over 16' high it will need a variance.

Citizens Federal has a 5' x 8' sign in mind which is free standing. Mr. Tate asked if it could be set on a planter rather than raised on pole. They would also have a directional sign on the northeast corner of the building. Mr. Hickey moved to discuss the center at work session April 11 and staff to supply items needed. Seconded by Mr. Cash. Approved.

Brams Hill - Performance Bond Reduction

Mr. Schab said he recommends a 75% reduction in this project's bond as a result of his inspections.

Mr. Hickey moved to reduce the Brams Hill bond of \$95,600 to \$24,000. Seconded by Mr. Cash. Approved unanimously.

Mr. Hickey moved to adjourn the meeting. Seconded by Mr. Schottmiller. Approved.

